#### furnitare.

ENAMELED CHAMBER FURNITURE.—
Removal of H F FARRINGFON'S Furniture Ware from From No. 86 and all Wooster-st., to No. 368 CANAL-SP.

NAMELED CHAMBER FURNITURE. Bre and beautiful ryles of enamoied sold oak and GHAMBER FURNITURE. Hopsokeepers is went of seeing and fashicochie styles of Endroom Furniture will see extraorive assortment at H F FARRINGTON's Wave as No 365 Canal-st, opposite Wooster-st, New York BON BEDSTEADS.-The New York Iron

PHELAN'S IMPROVED BILLIARD TABLES. Patented Feb 19, 1056. Salesrooms, Nos 786 and 783 Broad

## Entlery, Gardware and Iron.

CUTLERY, PLATED WARE, &c. —
American and Engith Ivory-Handled
American and Engith Ivory-Handled
American and Forkis, Spoons, Casters, &c.;
Table Steels Silver-plated Forks, Spoons, Casters, &c.;
hypanned The Trays and Westers to great variety; and a large
HOUSE-FURNISHING HARDWARE.
For sale by CHAB S LITTLE & Co., Nos. 28 and 34 Politon-49

O. AMES & SON'S SHOVELS and SPADES— SPELTER, ANTIMONY, BANCA TIN, QUI WAILS-For sale by JOHN W. QUINCY, 98 WIlliam of THOMAS PIG IRON—Soft, free, strong, and a warranted substitute for Scotch Pig. No. 88 William st.

#### Ocean Steamers, &c.

STEAM between NEW-YORK and GLASGOW.

LDISBURGH, 2.500 tuns, Wm. Cumming, Commander;
LASGOW, L825 tuns John Dunces, Commander;
GLASGOW, L825 tuns John Dunces, Commander;
The Glasgow and New-York Steamsbtp Company intending these new and powerful steamers from New-York to Esturdey, Oct. 17. Edinburgh...Oct. 3. Saturday, Oct. 31. Glasgow.....Oct. 31.

THE BRITISH NORTH AMERICAN ROYAL

CROSKEY & CO." LINE of STEAMERS NEW-YORK, SOUTHAMPTON, LONDON and BREMEN Owned by the European and American Steam Shipping Co.
of London and Southampton, are appointed to sai from NEW-YORK on every alternate WEDNESDAY for LONDON and
BREMEN, touching at Southampton to land passengers and
mails for Eugland and Francs. They will remain one day at
London and then proceed to Bremen. Returning, they will leave
BREMEN for NEW-YORK on every alternate SATURDAY.

Scoping only at Southampton.
These steamships are of the first class, and have superior accommodations for passengers. They will take a limited number of third class or steerage passengers.
A surgeon is attached to each ship.
The rates of freight to London will be but little higher than those of saling ships.

ght or passage, apply to C H SAND, No. 11 South William ...

COR LIVERPOOL - The U. S. Mail steam with the United States unalls for Europe positively on SATUR-BAY, Oct. Mat. 12 o'clock m., from her beth at the foot of Canal-st. For freight to passage, having unequaled accommendions for elegance and comfort, apply to EDWARD R. COLLINS, No. 56 Wall-st.

Passengers will pieuse be on board at 11 o clock a. m. All letters must pass through the Post-Office; any others will be rearned.

ICE.—The steamers of this line have improved water ICE.—The Seamers of comparisons the seamers of this line appears has been spered to make the stammers of this line species as good as new. The thorough examination gives rever their mode of construction yet unequaled.

—Hereafter the regular built ships for finis line will per-

REAT REDUCTION in FARE to EUROPE First Oakh, \$00; Second Cakin \$50—In the first-class lie-wheel steamships ARIEL, \$000 tens, C D. Ludlow, mander, and NORTE \$7AR, \$500 tens, E Lefevre, mander, to sail from Pier No. 8 North River, at noce liesly, earlying the UNITED STATES MAILS, vis. 8 NEW-YORK for SOUTH-18 Teneus for Havre and FFON, HAVEE and BRE. Southampton Southampton of N. W. Tork.

MER.

Saty, Oct. 31 Nov. 20 Wed, Nov. 40 RTH STAR, Saturday, Oct 31 Saty, Nov. 22 Wed, Dec 2 Teams steamships touch at Havre. Specie delivered in Longard Paris. For passage or freight apply to

THE LIVERPOOL NEW-YORK AND PHILADELP HA STEAMSHIP COMPANY'S Clyde-but from series steamships CITY OF BALTIMORE. 2 387 times. Capt. B. Leitch CITY OF WASHINGTON. 1,380 times. Capt. P. C. Potrie CITY OF MANCHESTER. 2 109 times. Capt. J. Kennesty KANGAROO. 1,204 times. Capt. J. Gefrey The modernoted or other vessels are intended to sail as follows;

EARGARGO. FROM New York.

And every a ternate Thursday, at 12 o'clock m.

Rates of Calin Passack.—From New York and Philade.

phis, \$73. From Liverpool, 21 guineas, 17 guineas and 15

Philades recording to the accommodation in the State-rooms,
all having the same privilege in the Salcon. Including Stew.

Third Class Passengers.—A limited number of Third Class
passengers will be taken and found in as much provisions as required. From Philadelphia and New York, \$50. From Liver
pool, \$45.

These stramers are constructed with improved water tight
compariments. Each was all and the provisions as the compariments.

These stramers are constructed with improved water tight compartments Each vessel carries an experienced surgeon; and every attention paid to the comfert and accommodation of Pager pairs.

Namergois.

Brafts on Liverpool from £1 upward.

For freight or passage apply at the Office of the Company,
JOHN G DALE, No 15 Broadway, New York Agent, or

WM. INMAN, I and 13 Tower Burleings, Liverpool Agent. THE NEW-YORK and LIVERPOOL UNITED STATES MAIL STEAMERS.—The shipe composing this

the ATLANTIC, Capt. Oliver Eldridge.

The SAUTIC, Capt. Joseph Comstock.

The SAUTIC, Capt. Joseph Comstock.

The SAUTIC, Capt. Joseph Comstock.

There ships having been built by contract expressly for the

Everyment service, every care has been taken in their conmention, as also in their engines. to insure strongth and speed

on their secommodations for passengers are unequalled for els
mos and comfort.

mi their accommodations for passengers are unequalled for ele-tions and comfort. Frice of passenge from New-York to Liverpool, in first cabin Frice of passenge from New-York to Liverpool, in first cabin 1995; in second do., \$75. Exclusive use of extra sized state man, \$225. From Liverpool to New-York, 30 and 30 guineas in experienced surgeon statched to cach ship. No berthe can be secared until paid for. The ships of this line have improved the dight bulkheads. PROPOSED DATES OF SAILING.

PROFOSED DATES OF SAILING.

FROM ENW YORK.

ATURDAY... Oct. 10, 1857, WEDNESDAY., Sept. 30, 1857

MTURDAY... Oct. 24, 1857, WEDNESDAY., Oct. 14, 1857

ATURDAY... Nov. 7, 1877, WEDNESDAY., Oct. 25, 1853

TURDAY... Nov. 7, 1877, WEDNESDAY., Nov. 11, 1857, WEDNESDAY., Nov. 25, 1857, WEDNESDAY., Nov. 25, 1857, WEDNESDAY., Nov. 26, 1857, WEDNESDAY.

Bus Freight of Fassage, apply to
EDWARD K. Collisins, Ro. 56 Wall-st., R. S.
EROWN, SHIPLEY & Co., Liverpool.
BTEPHEN KENNARD & Co.,
Ro. 2 Austin Friars, London
B. G. WAINWRIGHT & Co., Paris.
Bus eveners of these ships will not be accountable for gold
lime, bullon, speeds, jewelry, procious stone formatis, unless
the crisens; are signed therefor, and the value thereof az
peaced therein.

FARE REDUCED to SOUTHAMPTON and
HAVRE—The magnificent steamship VANDERSILE
ADD JUBS. Edward Higgins, commander, will sail!
From NEW YORK for Worm HAVRE and SOUTH
SOUTHAMPTON & HAVRE AMPTON for NEW YORK
SHEETING.

beand Cabin.

See delivered in London and Paris.

D. FORRARCE, Agent.

No. 5 Rowling-green, Rev. - crs.

Settlers for England and Europe, propeld, each 2 cents per
chall senses (by inclosure of postace viampe if from other
cas), will be received at No. 5 Sowling-green. New York, up

## Steamboate and Bailroads.

FOR BOSTON and PROVIDENCE via NEW-PORT and Fall RIVER—The splended and appetite MATES-FOLDS, Capt Brown, heaves Now York every GESDAY THURSDAY and SATURDAY, at I clebeck p.m. the BAY STATE, Capt Jewett, leaves Few-York dwary GERBAY, WEDFFEDAY and FEIDAY, at I clebeck p.m., a Fier No v. N. R., may the Battery; both touching we report each way.

Bareafter no rooms will be regarded as secured to any applied well the same shall have been paid for.

Freight to Rosman's forwarded amongs with great disputer. Especias Freight Town.
WM. BORDEN, Agent, See. 70 and 71 Wester

OFFICE OF THE NEW-YORK AND NEW-HAVEN RAILROAD 100, 77th-st and dihav.—New York, Oct. 16, 1857

NOTICE.—CHANGE Of TIME Of the NEW-YORK and BOSTON EXPRESS TRAIN—On and after WORLAY, Oct 18, the Evening Express Train for B sector, vis. Haven. Hartford and Springterd, will leave 27th st and 4th-av. at those ten (3:10) p. m., malead of four i venty (4:20) th-av. at those ten (3:10) p. m. the sector (4:20) p. m.

IE LATEST NEWS.

AND ROUTE-VEW YORK to PROVI-DENCE, &c.—On and after Oct. 25 1857. Train of the PROVIDENCE, HARTFORD and FISHKILL RAILROAD will leave Hartford after the arrival there of the Express Train of the New York and New Haven and New Haven and Hartford and Springfield Railreads. which leave New York at a m. SAMUEL NOTT, Superintendent.

CENTRAL RAILROAD of NEW-JERSEY-

wants and Western Railroad, and it learned who is learned with yalley Railroad.

8UMMER ARRANGEMENT, commencing May 13, 1897—
Leaves New-York for Easton and intermediate places from Piet
No. 2, North River, at 7:30 a.m., 12 m. and 3:30 p.m.; for Some
riellie by above trains and at 5 p.m.
The above trains connect at Elizabeth with trains on the
New-Jersey Railroad, which leave New York from the foot of
Courtiandt-st. at 7:30 and 12 a.m. and 3:30 and 5 p.m.
Passengers for the Delaware, Lackawanna and Western Rail
road will leave at 7:30 a.m. only. For Lehigh Valley Railroad
at 12 m. only.

JOHN O STERNS, Superintendent

PLUSHING RAILR DAD-Leaves Fulton Mar Let wharf by steamer Island City, at 6:45, 8 and 10 a. m. m. 14 and 5:30 p. m.; the ours leave Flushing (L. I.) at the same hours, meeting and exchanging passengers with the bost Hunter's Point. Through in 50 minutes. For 25 conts.

WM M. SMITH, Receiver.

THE REGULAR MAIL LINE, via STONING-THE REGULAR MAIL LINE, via STUNING-TON, for BOSTON and PROVIDENCE—Inland routs-ibs shortest and most direct—carrying the Eastern Mail. The steamers PLYMOUTH ROCK, Capt Joe Stone, and COMMODURE. Capt. W. H. Frazes, in connection with les Stonington and Frovidence and Boston and Providence Rail-tonds, leaving New Fork daily, Sundays excepted, from Pier Bo. 2 North River, first wharf above Sattery place, at 4 o'clock 5, m., and Stonington at 8:30 p. m., or on the arrival of the mail with which leaves Boston at 5:30 p. m. The COMMODURE, from New-York, Monday, Wednes-lay and Friday. From Stonington, Tuceday, Thursday and Saturday.

The PLYMOUTH ROCK, from New-York, Tuesday, Thurs bay and Saturday. From Stonington, Monday, Wednesday and Fidday.

Passengers proceed from Stonington per railroad to Frovicence and Boston in the Express Mail Train, reaching said places in advance of those by other routes, and in ample time for all the early morning lines connecting North and East. Passengers that prefer it remain on board the steamer, enjoy a night's rest andisturbed, breakfast if destred, and leave Stonington in the fills a m. train, connecting at Providence with the II s. w. wain for Boston.

A begange-master scoompanies the steamer and train through such way.

For passage, bertis, state-rooms or freight, apply on board the stoamer, or at the Freight Office, Pier No. 2 North Silver, or at the office, No. 10 Battery-place.

October 23.

HARLEM RARANGEMENT.

Commercing WEDNESDAY, June 3, 1837.

Trains leave Depot corner of White and Gentre-sts., 9\(\frac{1}{2}\) a. m.

—Express Mail Train for Abbany, connecting at Grobn Falls with line of stages for Lake Mahopse, at Purity's for Ridger Sidd, at Brewster's for Danbury, at Castham Four Corner with Western Railroad for Abbany Troy, Sara oga and the West.

Sp. m.—Miletton Train, stopping at all stations. 5\(\frac{1}{2}\) p. m.—White Plains Train, stopping at all stations. 2\(\frac{1}{2}\) p. m.—Williams Bridge Train, stopping at all stations. 2\(\frac{1}{2}\) p. m.—Williams Bridge Train, stopping at all stations. 2\(\frac{1}{2}\) p. m.—Williams Bridge Train, stopping at all stations. 2\(\frac{1}{2}\) p. m.—Williams Bridge Train, stopping at all stations. 2\(\frac{1}{2}\) p. m.—Williams Bridge Train, stopping at all stations. 2\(\frac{1}{2}\) p. m.—Williams Bridge Train, stopping at all stations. 6\(\frac{1}{2}\) p. m.—Williams Bridge Train, stopping at all stations. 6\(\frac{1}{2}\) p. m.—Williams Bridge Train, stopping at all stations. 6\(\frac{1}{2}\) p. m.—Williams Bridge Train, stopping at all stations. 6\(\frac{1}{2}\) p. m.—Williams Bridge Train, stopping at all stations. 6\(\frac{1}{2}\) p.

WM J. CAMPBELL, Superintensent.

I UDSON RIVER RAILROAD.—From October 19, 1857, Trains will leave Chambers-st. Station as follows: Express trains 6 a.m. and 5 p.m.; Albany Mail and Freight Train 7 a.m.; Albany Passenger Train, 11:50 a.m.; for Sughtkeepsis, 12:30 and 3:30 p.m.; for Poughkeepsis, 12:30 and 3:30 p.m.; for Peughkeepsis, Pecksill and Sing Sing Trains stop at the way stations. Passengers taken at Chambers, Canal. Christopher and 3ist sts. Trains for New York leave Troy at 6:30 a.m. and 12:45 and 5:45 p.m.; East Albany at 7 and 3:25 a.m. and 1 and 6:10 p.m.

A F SMITH. Superintendent.

NEW-YORK and NEW-HAVEN RAILROAD.
1287. FALL ARRANGEMENT. 1857.
COMMERCING OCTOBER 19, 1607
Passenger Station in New-York, corner 27th-st. and 4th av.

Passenger Station in New-York, corner 27th-st. and 4th av., entrance on 27th-st.

TRAINS LEAVE NEW-YORK

For New Haven, 2:00 8:29, a.m., (ex.), 12:45, 3:10 (ex.), 3:45 and 4:39 p.m. For Bridgepart, 7:20, 8:29a. m., (ex.), 12:45, 3:10 5:45-6ex.; and 4:39 p.m. For Miliford, Stratford, Fairfield South-port and, Westport, 7:20 a.m.; 12:45, 3:45, 4:39, 5:35 p.m. For Norwalk, 1:20 a.m.; 12:45, 3:10 (ex.), 3:45, 4:39, 5:35 p.m. For Darten and Greenwick, 7:20 a.m.; 12:45, 3:45, 4:39, 5:35 p.m. For Darten and Greenwick, 7:20 a.m.; 12:45, 3:45, 4:30, 5:35 p.m. For Darten and Greenwick, 7:20 a.m.; 12:45, 3:10 (ex.), 3:45, 4:30, 5:36 p.m. For Darten and Greenwick, 7:20 a.m.; 12:45, 3:40, 6:35, 5:35 p.m.

CONNECTING TRAINS.

For Post Chester and intermediate Stations, 7:20 a.m.; 12:45, 3:45, 4:30, 5:36, 5:35 p.m. (ex.), 5:10 p.m. (ex.). For Hartford and Springfield 8:20 a.m. (ex.), 8:10 p.m. (ex.). For Hartford and 3:10 p.m. (ex.). to Northampton For Canal Railread, 8:20 a.m., 12:45, and 3:10 p.m. For Danbury and Norwalk Railroad, 7:20 a.m., 12:45 and 3:10 p.m. For Danbury and Norwalk Railroad, 7:20 a.m., 13:45 p.m.

TRAINS TO NEW-YORK.

5:45 p. m. TRAINS TO NEW-YORK.

From New-Haven, 5:50, 7, 9:85 a. m.; 1:30 (ex.), 4:30, 8:45 p. m. (ex.) From Bridgeport, 6:40, 7:40, 40:18 a. m.; 2:07, (ex.) From New-Haven, 5:707, (ex.), 6:25 p. m. (ex.) From Novalk, 6, 6:44, 8:15, 10:55 a. m.; 8:55 (ex.), 5:45, 9:56 p. in. (ex.) From Port Ghester, 5:37, 6:43, 7:26, 8:58, 11:34 a. m.; 6:37 p. m.

JAMES H. HOYT, Superintendent.

after Monday, June 15, 1637, and until further notice, Pas-enger Trains will leave pier foot of Duane-st. as follows, vis. a DUNKIRK EXPRESS, at 6 a.m., for Dunkirk. BUFFALO EXPRESS, at 6 a.m., for Buffalo. MAIL, at 9 a.m., for Dunkirk and Buffalo and intermediate settons.

Rations.

BOCKLAND PASSENGER at 3:50 p.m., from foot of Chambers-et, via Piermont for Sufferns and intermediate stations.

WAY PASSENGER at 4 p.m., for Newburgh, Middletowa, and intermediate stations.

EMIGRANT at 5 p.m., for Dunkirk and Buffale and intermediate.

THE ABOVE TRAINS RUN DAILY, (SUNDAYS
KXCEPTED). EXCEPTED.

RIGHT EXPERSS at 5 p.m., for Dunkirk, every day.

NIGHT EXPRESS at 5 p.m., for Buffalo, every day.

These Express Trains connect at Elmira with the Elmira

Ghandaigua and Nigara Fails fallicod, for Nigara Fails; at

Binghamton with the Syracuse and Binghamton Raitroad, for

Structure, at Corning with Buffalo, Corning and New York Syracuse; at Corning with Buffalo, Corning and New-York Enlirosd, for Rochester; at Great Bend with Delaware, Leakaj wanna and Western Relirosd, for Sepanton; at Hornelisvilla with the Buffalo and New-York City Relirosd, for Suffalo; at Suffalo and Dunkirk with the Leake Shore Ralirosd, for Cleve-and, Cincinnati, Toledo, Detroit, Chicago, ko. HOMER RAMSDELL, President.

HOMER RAMSDELL, President NEW-JERSEY RAILROAD—For PHILA-DELPHIA and the SOUTH and WEST, via JERSEY CITY.—Mail and Express Lines: Leave New-York 3 and II I m and 4 and 5 p. m.; fare, \$3; 12 m., \$2 25; stopping at all I m and 4 and 5 p. m.; fare, \$3; 12 m., \$2 25; stopping at all ray stations. II and 4 go to Kensington. Through Tickste sold for Cincinnati (\$17 and \$18 50) and the West, and for Saltimore, Washington in 8 a m. and 6 p. m. WOODRUFF, Assistant Sug's.

Fio Baggage will be received for any train unless delivered and checked 16 minutes in advance of the time of leaving.

NEW WIDE-GAUGE ROUTE from NEW-YORK to ROCHESTER—The ROCHESTER and SENESEE VALLEY RAILROAD is now open, and, in some section with the Buffelo, Corning and New York, and New York and Eric Railroads, forms a direct route from New-York

or Rochester.
The directness of this route, together with the superior common afford by the wide ears, renders it by far the most destrable between the above-named-cities.
Takkets can be procured at the New-York and Eric Rallroad Stoket Office, foot of Duane-st., and No. 198 Broadway; also

Bagage checked through.

Bagage checked through.

Freight will be transported between New-York and Roohes or with dispatch. Any information desired in regard therets an be obtained by calling on the General Freight Agent of the New-York and Eric Railroad. Eric Buildings; or C. S. TAP-PAN, Express Freight Agent, No. 185 Broadway.

No trains on the Buffalo, Corning and New-York Railroad es Canday.

J. A. REDFIELD, Superintendent. DENNSYLVANIA RAILROAD.-The GREAT

OENNSYLVANIA RAILROAD.—The GREAT
OENTRAL ROUTE, connecting the Atlantic cities with
Western, North-western and Bouth-western States by a consmoons Railway direct. This Road also connects at Pitzbargh
with daily line of Steamers to all ports in the Western Rivers,
and at Cieveland and Sandasky with steamers to all ports on
the North-western Lakes; making the most direct, cheaped
and reliable route by which FREIGHT can be forwarded to
and reliable route by which FREIGHT can be forwarded to
and reliable route by which FREIGHT can be forwarded to
and reliable route by which FREIGHT can be forwarded to
and reliable route by which FREIGHT can be forwarded to
and from the Great West.

LATES EFTWEEN PHILADELPHIA and PITTSBURGE.
FIRST CLASS.—Boots, Shoes, Hats and Caps.
To can be forwarded to
and the control of the control
and the control
an

SOTTON—622 bale not exceeding 500 B weight, until fortises notice.

In shipping Gods from any soint east of Philadelphia be partially and the package. Fin Pennsylvania Salirond. All soular fo mails the package of the Road of Philadelphia we should not be sent to the Agents of this Road of Philadelphia we should not be sent to the Agents of this Road of Philadelphia we break a Road Agents and the Son, Exp. villa Present Agents. Harrie W. emity & Co., Memphia, Teng. & F. Sass & Co., St. Louis; J. S. Mitchell & Son, Exp. villa del to the state of the Co., St. Louis; J. S. Mitchell & Son, Exp. villa del to the state of the Co., St. Louis; J. S. Mitchell & Son, Exp. villa Gy; B C Meldrum, Madicon, Ind.; Sprigur. & Brown, and there is a Co., Cincinnati; N. W. Grad. A Co., Cancervilla, Ohio; Lesch & Co., No. 5 Kibly st. coston; Lesch & Co., No. 5 Kibly st.

PENNSYLVANIA RAILBOAD
THE GREAT CENTRAL ROUTE.
The Fennsylvania Asilroad connects at Pittsburgh with raft ends to and from St. Louis, Mo.; Alton, Galean and Chicago, (I.; Frankfort, Lexington and Louiville, Ky, i Tarre Haute stadion, Lafayette and Indianapolia, ind.; Cincinnati, Dayton, Springfield Bellefoniata, Sandasay, Toledo, Clevelanad, Combina Zanesville, Massillou and Wooster, Ohlo; also, with the seam peacet locat from and to New-Orleana, St. Louis, Louis, Louis and Cincinnati.
Through Tickets for the Kast can be had at any of the above sentioned places in the West.
Fassengarus will find this the abortest most expeditions and amfortable route between the East and West.
FROM NEW-YORK TO CHICKINNATI IN '50 HOURS, FROM NEW-YORK TO GHICAGO IN 36 HOURS, FROM NEW-YORK TO ST. LOUIS IN 46 HOURS, FROM NEW-YORK TO ST. LOUIS IN 46 HOURS, FROM NEW-YORK TO ST. LOUIS IN 46 HOURS, From a low was any other Foots.

ONG ISLAND RAILROAD.—FALL and WINTER ARRANGEMENT.—(Sundays excepted)—frains seing East: Leave Brooklyn for Oceanport at 10s as leave Brooklyn for Yaphank at 10s as and 37:55 m; leave Brooklyn for Syosset at 4:39 p m; leave Brooklyn for Bengated at 10s and 12s m; 4:30 and 5 p m. leave Brooklyn for Jamaics at 10 and 12s m; 3:46, 4:58, 5 and 6:30 p. m.

#### Medical.

HELMBOLD'S EXTRACT of BUCHU! HELMBOLD'S Extract of Suchu cures Diseases of the Biladder. HELMBOLD'S Extract of Buchu cures Diseases of the HELMBOLD'S Extract of Buchu cures Diseases of the Kid-

HELMHOLD'S Extract of Bushn cures Dropsy.

BELMHOLD'S Extract of Bushn for general Weakness
HELMHOLD'S Extract of Bushn for all diseases are

HELMBOLD'S Extract of Buchu for all diseases arises.

HYLMBOLD'S Extract of Buchu for Secret and Delicate Discase s. HELMBOLD'S Extract of Buchu is taken by male and fe

BELM BOLD'S Extract of Buchu for Loss of Memory, BELM BOLD'S Extract of Buchu for Loss of Power, Hall MBOLD'S Extract of Buchu for Universal Lassits:

HELMBOLD'S Extract of Buchu for Week Nerves

Fren. Hug HELMBOLD'S Extract of Buchu for Wakefulness. HELMBOLD'S Extract of Buchu for all Distress Bella Bollo B Extract of Buchu, price \$1 per bottle, de-Brered to any address. Address letters, Brered to any address. Address letters, Depot, No. 22 South 16th st. below Coestant-st. Phindelphia. Boid by Druggists and Dealers everywhere. Beware of counterfeits. Cares guaranteed HEGEMAN, CLARK & Co., Agents, Broadway, N. Y.

R. R.-DIARRHŒA, CHOLERA MOR-The BUS, or painful Discharges from the Sewela, are stopped in fifteen or twenty minutes by RADWAY'S READY BELLEY For Headaches, wetsher side or nervous, Rhaussitem, Paralysis, Lumbage, Gout, Neuralgia, Touth Ache, Swellen Joints and Paine and Weakness in the Sack Spine, or Kidney, Paine around the Liver, Picuries, Heatburns, and Pains of all kinds RADWAY'S READY RELIEF will in a few moments chance the miseries was usfer to leve of pleasure.

Neurigia Eruptve and various propers.

R. R. R. No. S.—RADWAY'S REGULATORS are the most affe and reliable Pills in use, and will core effectively and quick—Costiveness Indirection, inflammation of the Bowels. Dyspepsis. Liver Complaint, Diseases of the Heart, Kilmeys, Femile Complaints &c. Whonever the system is out of order, a dose of RADWAY'S REGULATORS will restore it to regularity.

No. 162 Fulton-st., sp-state. New-York.

SANDS' SARSAPARILLA, the original and gen une article, is infinitely apperior to all others; pleasant to the taste, composed of purely vegetable extracts and may be out e article, is infinitely superior to all others; pleasant to the taste, composed of purely vegetable extracts and may be taken at all seasons with perfect asfety. Prepared and soid A.B. & D. SANDS, Druggists, No. 140 Fulton-st., New-York.

#### Legal Notices.

IN PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all persons having claims against WILLIAM ROBERTSON, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at the store of HENRY V. SCHENCK, No. 128 West-et, in the City of New York, on or before the third day of April next — Dated New York, the first day of October, 1807.

PETER SCHENCK.

Executor.

IN PURSUANCE of an order of the Surrogate of

The PURSUANCE of an order of the Surregate of the County of New-York, Notice is hereby given to all persons having claims against PRISCILLA BRADFORD, late of the City of New-York, deceased to present the same with vouchers thereof to the Subscriber, at his residence, No. 158 Alleust, in the City of New-York, on or before the 26th day of New-York, the 28t day of September, 1877.

825—1awfmFri CHAS H REDMAN, Executor.

IN PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all persons having claims against ELIZA TRACY, late of the City of New York, deceased, to present the same with remainer thereof to the subscriber, at his place of beatines, Noz. 284 and 235 Breadway, in "he City of New York, on or before the thirtieth day of Novamber next.—Dated New York, the 27th day of May, 1827. FREDERICK TRACY, Executor. my29 lawfunFri\*

NEW-YORK SUPREME COURT.—HORACE B. CLAFLIN, WILLIAM H. MELLEN, DANIBL H. CONCKLING, NATHANIEL F. MILLER, and HENRY STUNE against DAVID THOMAS and EDWARD BOL-50N-(Summons for money demand on contract—Com. not cr.)—To the defendant EDWARD DOLSON, shows saumed:

The complaint in the above entitled action was filed in the effect of the City and County of New York afore said, on the 17th day of September 1877.

all lawfor. Plaintiff' Attorneys.

NEW-YORK SUPREME COURT.—RICHAnd FIELD, JOHN J. MERRITT, DANIEL KARR,
JR. CHARLES M FIELD and JOHN J. MORRIS against
JONATHAN L. PIERCE—Summens for money demand on
contract (Com. not ser).—To the said defeadint: You are
hereby summoned and required to answer the complaint in
this schion, which will be lied in the office of the Cerk of the
subscriber, at his office, No. sixty seven (61) Wall street, NowYork within twenty days after the service of this summons en
you, exclusive of the day of such service; and if you fail to auswer the said complaint within the time aforesaid, the plaintiffs in
this action will take judgment against yon for the sum of four
thousand one hudred and fire yeven beside the costs of this
action—Dated New-York, Aug. 22, 1857. A. H. DANA,
The complaint in this action was filed in the office of the Circk
of the Court you New-York, October 29, 1827.

A. H. DANA, Plaintiffs' Attorney.

Y. SUPREME COURT—SIMEON B. \_\_\_\_

Y. SUPREME COURT—SIMEON B.
CHITTENDEN, WALTER T. HATCH, TIMOTHY P.
CHAPMAN and CHARLES S SMITH against JONATHAN
L. PIERCE. Summens for money demand on construct. (Com.
not see ) To the defendant, above menced: You are here sy
surm oned and required to answer the complaint in this action,
which will be filed in the office of the Clerk of the City and
County of New York, at the City Hall in the City of New-York,
and to serve a copy of your answer to the said complaint
on the subscribers, at their office, No. 111 Broadway, in the
City of New York, which twenty days after the service of
this commons on you, exclusive of the day of such service;
and if you fell to answer the said complaint which the time
aforesaid, the plaintide in this action will take judgment
against you for the sem of six hundred and city-sayon dol
lar and sever it three cents, with interest from the 18th day of
September, 187, becides the custs of this action.—Dated NewYork, September 18, 187.

September, 18, 26 celeter the court of this scholl—Dated New York, September 16, 1887.

BARNEY, HUMPHREY & BUTLER, Plaintifs' Attorneys,
The complaint in the above entitled action was skied in the
office of the Clerk of the City and County of New York afore
said, on the 18th day of September, 1857.

BARNEY, HUMPHREY & BUTLER, Plaintifs' Attorneys,
s18 law6wFri

PUBLIC NOTICE is hereby given, that
JUNEPH E BALL bath this day made an ASSIGNMENT
to the subscribers under the provisions of the Act of the State
of New-Jersey, entitled "An Act to secure to creditors an equal
nand just division of the estates of debters who convey to as
signees for the bracht of creditors," approved April 10, 1845,
and the several supplements teretor. The creditors of said
BALL are notified parsuant to said Acts, to possure their
claims spatistical JOSEPH E BALL under outh or afficant
in to the schoenibers at the office of JOSHN WHITEHEAD,
October S, 1857.

CLINDEMME COUNTY C.

October 3, 1657.

SAMUEL SMITH.

SUPREME COURT—County of Lings.—THE CLINTON PIRE INSURANCE COMPANY, Plaintiff, spaint NABUEL COIT and MARY Z., his wire, Defendants—Summons for riche! (Com., one terred)—To the above pain-d Defendants: You are bereby summoned and required to asswer the compated in this action, which will be fired in the office., the Clock of the County of Kings, at the City Hall ", or City of Brooklyn and to serve a copy of your answer to the spid compaint on the subscriber, at his office, No. 51 Well "you't in the City of New York, within twenty days after the service of this summons on you, exclusive of the days of sach service; and it you fail to answer the said complaint which the time aforesaid the plaintiff is this action will apply to the Count for the relief demanded in this complaint.—Dated New York October 20, 1827.

The complaint in this action was filed in the office of the Clerk of the County of Kings, at the City Itali in the City of Broaklyn, on the Zal day of October 1857.

CULTREME COURT—City and Common No.

CUI lawews\* WILLIAM B LEEDS Plaintiff attorney.

SUPREME COURT—City and County of Newyork—AUGUSTUS MORRO and CHARLES I. NESIMEYER agents LEHMAN ISRAELS and JACQUES VAN
BOUTEM—Summous for a secrety demend on contract—(Comnat e.g.—To the above named defendants: You are kereby
summoned and required to answer the compilability in his abiton,
which will be filed in ble effice of the Clerk of the City and County of New York, at the City Hall in the said city, and to
erve a copy of your sunwer to the said compilation on the subcribens, at tack office, at No. 72 Wallest, in the City of
New York, within twenty days after the service of this sounmous on your arcuses of the day of such arrivers and if you
field to answer the said compilation to the subcribens are the said compilation within the time aforesaid,
field to answer the said compilation within the time aforesaid,
field to answer the said compilation within the time aforesaid,
field to answer the said compilation within the time aforesaid,
field to answer the said compilation within the time aforesaid,
field to answer the said compilation within the time aforesaid,
field to answer the said compilation within the time aforesaid,
field to answer the said compilation within the time aforesaid,
the said of the action—Dated Aog 13 1987

The complement in this action will be plantified. Attorneys,

The complement in this action will be plantified. Attorneys,

The complement in this action will be plantified. Attorneys,

KAUSMANN & FOSTER Plantified Attorneys.

KAUFFHANN & FOSTER. Plantiff Awardy

# New Dork Daily Tribune

## LETTERS ON THE CRISIS.

WILL THE CANADA BANKS SUSPEND!

TORONTO, Tuesday, Oct. 20, 1857 Last Thursday, the Board of Irade, Quebec, held a very arge meeting, present Mesons. Giob, Wartels, Pemberten, Noad, McGie, La Mesarier, Staw Massor, Macpherson, Dubord, Paterson, McRider, Macked zie, Leaycraft, Mourtain, and many other.-Vice-President Simard, a member of the Legisla ave Asseably, in the chair-when Mr. Joseph, seconded by Mr. Jeffery, moved to resolve, in substance, that the moneyed institutions of Capala are in " a most pros-

Mr. Jeffery, moved to resolve, in substance, that the moneyed institutions of Canada are in "a most prosperous condition" but that the scarcity of cash, which has caused the American banks to cease to redeem their objections in money, will be certain to draw a large amount of the coin and bullion of Canada to the United States; and therefore the Board of Trade on it mously requests the banks of Canada to cease to pay their debts in specie. The Board of Trade to Motreal and the banks of Quebec were advised of the above proposition, and a few residents have asked the banks for specie, and but a few.

Meetings of Bank managers have been held to consider the expediency of refusing to pay bank debts with gold and silver; and mobe of land-jobbers and stock-jobbers, of men doing much business with to capital, or next to none, and of gamblers and brokers, cry loudly for bank suspension, because discounts are few, and notes past due held under protest. What is likely to be done?

Our cabinet, as some call it, has met, and opposes bank suspension, bankruptcy, and non-payment of debt. I am, for one, with them. Why should the boaks suspens of Will suspension regulate or equalizative curretcy? Will it help trade? Will it not be dishourable, if the banks are able to pay?

The failure of your banks to continue to pay specie, as agreed on, will let loose the gold for the use of Eag land, France and Germany, to which coun ries American merchants are probably incepted. They owe very little to Canada, therefore your suspensions will neither in jure our banks nor our traders. If your banks do not require gold wherewith to pay their deposits, ours will now be the better able to buy that cately from them. Or \$1.341,244 difficient value of imparts list three months, at Toronto, \$698.293 were from the United States. We send you some wheat ace lumber, and a great many bills on Lendeu, where we are perpetually borrowing. Your suspension will raise the value of our exchange on England.

Your handred millions a year of Federal revenus are

or England.

Your hundred millions a year of Federal revenue are collected and paid out in hard cash. Our seven milliors of Colonial revenue, loans, &co., are reserved and paid away in the notes of our chartered banks. If they fail, and reduce the previoce to barter, our Government ought at once to abandon all connection with banks, and keep its treasure in real money.

At this port (Toronte), 20 years since, the annual imports might amoust to \$75 000; during the last nine months they amounted to \$4 211 348, showing a decrease of \$1,143 656 as compared to same nine months imports in 1856. The decrease in the nine months revenue, as compared with 1856, is \$196 984. The decrease in revenue on the Great Western Railway of Canada, during the the week ending on the 16th inst., is \$24,30, and yet the London managers are to authorize a large dividece!

The banks, I am told, will not comply with the request of the Quebec merchants, who must be hard

The banks, I am told, will not comply with the request of the Quebec merchaets, who must be hard pushed. Freights are low, and their steple and lumber sells at ruinous rates in England. Burtsall & Co. have suspended, at Quebec, owing a million, but there is a silent partner in the English Bank, where their finds lay, who can be made responsible; it is therefore possible that they may soon resume. Other fallures in the lumber trade at Quebec are mentioned.

Your State Constitution, I presume, prevents such pr. flights bergains as the following: Hamilton City has sold its bonds, bearing six per cent of interest, \$70,010, at \$77\$ for each \$100. Many other or parations do even more than this, and squander the proceeds without a blush of shame.

There are now eleven incorporated banks where efficers report monthly; the last one being the Ostario Bank at Bowmanville, just chartered and in excellent bands. Mr. Anditor Langton has just published a statement showing their condition, on the average, during last September. It is not sworn to, and may be somewhat unreliable; but here it is in dollars:

be somewhat unrelia	ble; but h	ere it is in de	alla	18:
Name of Bank. Quebec Bank. City Bank of Montreal. Comm'l Bank of Montreal. Comm'l Bank Kingston Bank of Upper Canada. Banque du Peuple Muleou's Bank. Z mms mws Bank Pingara District Bank. Bank of Teronto Outario Bank.	Circulation.  • 637,528 690,5 5 3,291,395 1,629 691 2,863 086 475,250 501,791 34,901 292,037 433,510	Deposita, 6 452,390 600,068 2,739,855 1 338,402 2,565,4*5 573,113 255,345 110,658 54,276 243,235 20,692		Gold & Silvar. \$63,514 176 692 787,768 371,121 106,082 47,118 7,355 29,252 59,372 10,206
		-	-	

Total ...... \$10 974,576 \$8,800 583 \$2 094,50 the Northern Railway Director, who gave bail that he would stand trial with Cummings for robbery of the extra bank office here, and then crossed the lines, has his haddenness at Placement 1999.

actra bank cflice here, and then crossed the lines, has his headquarters at Bloomer's, a gambling hotel in Buffalo. The coursel employed in the case at the assezes do not indicate an intention in bank or government to probe the question very deep. John Bull might urgine his optics and button up his purse.

The circulation of our 11 chartered banks increased \$744,937 last Sept. beyond the Aug average. The gold and sliver decreased, same month, by \$259,195.

Included in the two millions of specie is the whole treasure of the generation and of many corporations. How much of the deposits are special I know not. All the banks suspended in 1837, and thus increased the uncertainty in a 1 business transactions. What they will do now you can as readily guess as I. We have had excellent prices for our produce during several years. Why should the banks, which have profited greatly by the good times, turn bankrupt the moment there is a slight reverse?

Much of our bank capital is locked up in profitless sections of the wilderness: it is the same in the United States. Very little grain is offered for sale here, and some of our leading merchants are wincing up their affairs and selling out to persons in their confidence. Persons in trace compania bitterly of hard times.

mr. Secord's widow got \$12 000 damages at the late Brantierd assizes, from the Great Western Railway Company, for reglect on their part last 12th of Marca, at the Desjardins Canal bridge, by which Mr. S. lost his life.

at the Desjatches Canal bridge, by which Art. S. loss his life.

The Gore Bark, Hamilton, will not tell its condition. Its branch in London had a break up, through dishonest agents, the other day. The head-quarters of the Bank of British North America is in London. I do not see how it could suspend kere, and thereby shave its depositors and note holders, while paying specie in London. Another month, however, will show the effect on business-houses in Europe of your grand finar cial crash. The value of your imports at the port of New-York, within a few months, would load 5,000 wagens with Spatish dollars, at one tun per wagon. Too much by fat!

ROGER SHERMAN.

## BANK REFORM.

To the Editor of The N. Y. Tribune.

Sin: I wish to propose for the consideration of those interested and versed in backing and currency affairs, the following plan of a change in the organization and management of the New-York City backs.

It is for a separation of each bank into two departments, viz: ' Deposit and Discount D-partment,' and 'Issue Department." Deposit and Discount Depart mert to have the keeping and management of all the affeirs of the bank, except the issue and redemption of the circulating notes.

In regard to deposits, perhaps some change as to the right of depositors to call for "specie on demand" is desirable, say the bank to have the right to five or ten days' notice on 75 per cent of amount called for in

ten days Louice of 12 per cent of amount called for in specie, provided the amount exceeds \$100.

Lesue Department to have the entire keeping and central of the issue and redemption of the circulation notes, the circulation notes to be given out or issued only for their equal in amount in specie, dollar for dollar; and this department to hold special and sacred the specie in its keeping for the redemption of the circulation cally. Such charges as named will no doubt require legi-Such charges as Lamed will no doubt require logit-lative action to meet the case. I have not attempted to so into detail, only to give general outlines and ask those nore competent to furnish the requisite details and smendments.

B.ble Society have seen fit to put the employees on balf time—allowing those who earred \$14 per week to have \$7 per week now, and these who formerly sot \$3 per wet a nave but \$1.50; while the various enperintendents of departments (norm has folding, binding, composite, proof-reading, electrotyping etc.), with salaries of \$1,000 at \$1,200, and the General Superintendent. Treasurer, Cashier, cierks, and generalisations in redundance, on salaries of \$2,000 and \$2,500, are allowed full pay.

These are the facts as given to me by those of the establishment who profess to know whereof they speak; and if it is so, I feel it a duty to let the workingmen and the public time what sort of a religious and benevolent institution is being fostered by their hard-earned dollars.

The An erican Bible & clety receives about has f a million of dellar yearly, and should not keep a fand only to pamper favorities, who turn the hard-workers off with helf a load, or without any loof at all, for fear tha they may, by the "pressure," run short of a full allowance. Is it right?

No. Sur—we make no such profession; we advocate

'No. Su-we make no such profession; we advocate justice for all, whether of this class or that; and we think the distinction you complain of unjust [Ed.

GREAT FIRE AT CHICAGO.

TWELVE STORES DESTROYED-LOSS \$700,000. FEARFUL LOSS OF LIFE.

We condense from The Chicago Press the more important particulars of the late appalling calamity in Chicago,

Chicago.

A calamity most appalling in its nature has burst upon our city. Exempt as we have been for years past among our sister cities from conflagration of a serious character, a fearful exemption to what has been the rule with us, in this respect, has just visited us and left its sad traces in rained blocks and thousands of dollars of property in ashes; but more sadly than all in the records scored on grief-stricken human hearts. The destruction of property, in amount before unparalleled, but far more the loss of probably not less than twenty human lives, will be enrolled in our annals against Oct. 19, 1857, and make it ever mournfully memorable.

annels against Oct. 19, 1857, and make it ever mournfully memorable.

About 3] o'clock yesterday morning a fire broke out in the business block Nos. 109 and 111 Suth Water street, thence spreading to right and left, and extending acress the valley to the Lake street front of the block until twelve stores of the first class, four and five stories high, and filled from e-liar to roof with valuable wares and merchandise, were laid in smouldering heaps' if tuits.

Werse than all a tearful loss of human life was involved. The number who perished can be known only

dering heaps it tuins.

Werse han all a tearful loss of human life was involved. The number who perished can be known only by a lapse of time sufficient to incicate the missing, or by clearing the scene of catastrophe. Up to dark last evening into bedies had been recovered, and six more were known to be in the ruins. It is not to be believed, we are corry to say, that these figures account for the larger chare of the victims to the calamity.

It is in sad, but too painfully strong evidence that the fire, which originated in the five story building Nos. 109 and 111 South Water's rect, was caused by carelessness, or dru ken recklessness of the participants in a drunken debauch of clerks and abandoned females they had made their companions and associates in a Sabbath night's revel. Early after the alarm was given, those first on the ground saw females in a state of dishabilic, and some of them, with other occupants of the upper stories, well night in a state of under the first on the story the diding. It should be added that the same phenomena were witnessed in the Lake street blocks.

The first destroyed first the bardware store in which

be added that the same ph-nomena were witnessed in the Lake street blocks.

The fire destroyed first the bardware store in which it originated, owned by Messrs Cormick, Cross & Co., and a ready-made clothing stock in the same building. Passing west along South Water street, it rapidly consumed No. 113 occupied by Lewis & Page, dealers in paints and oile, and No. 115, the grocery store of Edward Hempstoad. To the eastward of the point of origin it burn-d the wholesale grocery of Messrs Clark & Dater, the vacant store No. 105 and seriously damaged No. 163, occupied by Honore & Co., wholesale druggists.

John High, eq. E. H. Barnum, the yourger of the brothers, was

merced his Jury, and awaited fresh additions to the known his of the lost, a shulder would pass along the crowred street.

Yester as was a day of arquish, of woe and of terrer, of cesseless anxiety, and to those who labored in the runs of heavy toli; and at the hour of rest, when sleep fell like a mantle, all eyes which did not wake to weep, were closed wearily upon a day memorable in the history of Chicago.

Recapitulation.

Loss of Life.—John Hish. it assed 35 years; H. S. Bradley, 55; E. R. Clarke 50; E. H. Barmon, 25; D. C. White, 22; John V. Dickey. 23; Timothy Buckley. 25; Henry B. Russell 24; Assuste Wolfe, 18; John Tarr, 25; Jean Janger, 34; Timothy Buckley. 25; Henry B. Russell 24; Assuste Wolfe, 18; John Tarr, 25; Jean Janger, 34; Timothy Buckley. 25; Henry B. Russell 24; Assuste Wolfe, 18; John Tarr, 25; Jean Janger, 34; Timothy Buckley. 25; Henry B. Russell 24; Assuste Wolfe, 18; John Tarr, 25; Jean Janger, 34; Timothy Buckley. 25; Henry B. Russell 24; Assuste and Property—Owners.—J. A. Smith & Co., \$5,000, increase and property—Owners.—J. School, increase of the control of the distribution, \$500 ministrate (W. Stary, Jr. & Co., \$2,000, uninsured: W. Stary, Jr. & Co., \$2,000, uninsured: W. Stary, Jr. & Co., \$2,000, uninsured: W. Stary, Jr. & Co., \$2,000, increase and property of the proper

to the basement; firemen and citizens, wall, roof and merchandise, with the burning ruins from the store adjoining, "all mirgling," fell.

A fearful scete of terror and dismay ensued. The portion of the wall left stancing had fortunately proserved the front portion of the store, which was densely thronged by a confused crowd. Many of them were prostrated by the flying missiles, many were trampled and bruised in the flight of their companions, but seen all was clear for a space extending about thirty feet from the front. The store was very deep and for nearly two thirds of its whole largeh the building was a mess of ruins, now be ginning to burn briskly, as the flar es conveyed in the fall hastened to feed on the wood work and the light and combastible portions of the wares.

the wares.

The loss of the Mezers Barnum was total amounting to \$15,000 Gen. H. S. Bradley occupied a portion of their precises as a jobber of jawelry. His less we did not learn. The building was owned by

John High, erg.

E. H. Barnum, the yourger of the brothers, was seen busy about midway of the store when the crash came. He is among the lost, though up to a late hour last evening his remains were still lying beneath the confused heap of masonry and charred timbers. He leaves a wife. He was about 28 years of age.

Mr. Barnum, the elder brother only a week since, in the State-street file, suff-red a heavy loss in the burning of his residence. Tots second blow has taken from his side a brother, and laid their store in ruins.

Ye sterday was a moureful day in our annals. We serrerder our space this morning to an imperfect sketch of the calamity, to the exclusion of well nightall other city news, and it well indicates how all other events in Chicago were swallowed up and lost is this the great and appalling theme of anxious inquiry. Through the hours of daylight, and far into the right, the interest of our citizens attached closely to the smoking ruins. They clustered near them, filling all the streets adjacent. They whispered with white lips and saddened brows of the lost. Ey sa unused to tears wept yesterday. Here sons, brothers, husbands, fathers fellow-citizens, brother firemen, had met a horribre fate in a burnieg building. Who were they fat da so one after another at intervals, some backened corps would be borne on to the Grand Jury room, at the Court-House, where Coroner Hansen Lad summered his Jury, and awatted fresh additions to the known list of the lost, a shudder would pass along the curved street.

MARINE APPAIRS.

FOR CALIFORNIA. The steamship St Louis. Capt Hudson, left per: yesterday, with nearly 550 passengers for California. See took out 200 troops in charge of Major Sout. Amorg the passengers were Capt. S. M. Spenrar of Nicareguan notoriety, and Admiral Val Reista of the

ARRIVAL OF THE SORTH STAR AND KAN-ARE

The United States Mail steamer North Star, Capt. Leiebre, from Southamp'on on the 8th inst., arrived at this port on Thursday meraing. Her mails are not to late by two days as those brought by the Europa. The Kargaroo, from Liverpool on the 7th inst., also

arrived on Thursday morning. TRIAL OF A NEW LIFE BOAT.

A new relf righting life-boat was exhibited off the Battery, yesternay, in the presence of a large assemblege, embracing representatives from most of the Marine Lusuance Companies, as well as many shipowners and merchants. This boat was designed by R. C. Holmes of Cape May, an old surfman, of large experience on the Atlantic coast. Ir force, its bou and stern are alike soarp at each end, has a whale-beat, with a very high sheer. Each end is filled with cerk entrings and sealed up thoroughly. The boat is 23 feet long, 6 feet 9 inches wide, and 2 feet 9 inches deep. Line the famous Long Branch boats, which it scmewhat recembles, it is clinker built, of wood, and exceedingly buoyant; the weight of the one on exhibition was 1,200 bs. It was propelled through the water with much case. To to t its buoyancy and saidrighting qualities when capetzed, seven of the Bettery beatmen stripped and got into it. By standing on the gonwa e and throwing all their weight on one side, they were able to bring it upon its bean; then by holding the man ropes and swu ging bank, assisted by others in boats on the other side, they succeeded, after many attempts, in turning it bottom upward. Ask went over the men inside clung to the thisarts, and it instantly rolled over and came right side up, the buoy ant ends clearing one gunwale of the water before the other was immersed. To is experiment, oft repeated, clicited much applause. It is said that the boat would carry 50 persons with case; we saw over 30 is her yesterday at one time, and there seemed to be room crough for se many more. This best will be valuable for coast service in rendering assistance to the chip-

wrecked, as it is obvious that she would ride the heaviest surf right side up.

NEW MATERIAL FOR SAILS.

Among the novelties of the present day is silk for among the novelines of the present day is sail for sailing vessels. M. Rondanet, captain of the Frank-lin of La Rochelle, reports that sik sails present strength, flexibility and firmness; they absorb less water than other sails, and dry quicker; when wet-they less zone of their flexibility, and in the roughest of weather are so easily handled that sa lers would rather reef one of them several times than any other

A DERELICT VESSEL PICKED UP AT SEA.

The sleep Brandywine, of Wilmington, Deleware with 2 465 bushels of wheat on board, shipped at Cog gin's Point landing, James River, Va , by E. Russe, ir , for the firm of Hern. [Stutzer & Co., of No. 121

cripin it burn-d the wholesale grocery of Mesers Clark & Dater, the vacant stors No. 103, and seriously during the special diverse of the

One dispetch to C. W. Ford of the United States
Express Company states that eight or ten lives were
lost, but that their messenger and his goods were safe.

Another dispatch to Major Bryant United States
Marshal, states the loss of life to be ben'r twelve parsons. Neither of the dispatches give any further account of the sicking or less of life. The next arrival
from the Missouri should bring full particulars, and, as
the accident happened on the lite last, such an arrival is due. The boat is doubtless a total less; but
the most melancholy circumstance donnested with the
disaster is the loss of life attending it. The boat was
not a valuable one, and was one of the regular line of
packets between Jefferson City and Weston. The
Tropic was on her way from Weston to Jefferson City
when the accident occurred
[8]. Louis Rap., 19th.

NAVAL.

The United States Const Sarvey steamer Bibb refurned to this port on Toursday morning. The Bibb
is at present engaged in filling up deficiencies in the
Survey about Gay Head and Noman's Land. Upon
the completion of this work she has orders to procid with the Hydrography of the coast of North
Carolina.

The steam fligate Powhattan is now preparing for
sea at the Gosport Navy Yard, desticed to be the flag
ship of the East India squadron. The following is a

ship of the East India squadron. The following is a

thip of the East India squadron. The following is a list of her officers:

Captain—George F. Poarson: Lieutenants—D. Johnston, Staphen D. Trenchard, William W. Roberts Thomas Roomey, A. A. Semmen, A. W. H. bersham; Fieet Surgeon—W. A. W. Spotswood; Parsed Assistant Surgeon—Carrie H. Williamson; Assistant do.—John W. Sandord; Parser—S. F. Guisbor; Acting Master—Robert Boyd, jr. Chapisin—Geory Wood, Bastwans—Edward Kenney; Gunner—Heary Fitzosborne; Corponer—Joseph G. Thomas; Salmsker—A. A. Warren, Chief Enginer—Win. H. Skrock; let Assistant do.—George W. City; Ji Assistant do.—W. W. Dungan, E. R. Archen, G. S. Brigot, and W. H. King.

HAULING UP WHALE-SHIPS

The New-Bestford Mercury learns that out of twenty eight whaling ships now in that part eighteen will be hauled up in dock during the Winter, and their refitting delayed until the ensuing Spring. This ourse has been reluctantly adopted by their owners, in comes quence of the financial pressure and the present high rates of obtaining hearly every article of outif.

COMMERCE OF LAKE SUPERIOR.

Only about a recove of years ago the good schooner. Algor quin sailed from this port, was based across the Partage of Saut Ste. Maris by a party of enterprising Clevelenders, and launched upon L k. Superior. Sae was the first craft from the lower lakes—tap pinner of a commerce that has already grown into commanding importance. Mr. Burt a clerk of the Saut Ship Canal, has furnished an official statement of the nauber of steamers and vessels that have passed the Canal from the opening of navigation the present year to the 1st of October. The whole number is 306. During the time 13 propellers and 65 schooners, passed down leaced with from ore form the Marquette ison montains, having on heard an aggregate of 23 523 montains, having on heard an aggregate of schooners, having on board an aggregate of 4 966 tune of copper.

The Newburyport Herald says that the last of the Labrador fleet has arrived No accident has happened to the versels or their crews. The catch of the hand amount of oil obtained is fully equal to last year, but the price is very much lower than last year, and consequently the fleet will not do so well as the macherel fleet.

VALUATION OF WISCONSIN—The State Board of Equalizers have published their valuation of a 1 the real and personal property in Wisc asin, and from the report we obtain the following figures. The whole property of the State is equalized at \$150,000,000, which we may say is quite a change is its favor during the past five ye are:

Number of agree taxed.

Value persons.

Value persons.

Amend valuation of lends.

Amend valuation of lends.

Amend valuation of servand property.

IS IT RIGHT The following bodies were subsequently found in the To the Editor of The N Y Tribuse Sin: As you profess sympathy with the labeling PROM NEW-YORK TO SE.

Pare as low as any other Route

Bee bandbills in the botels of this off;

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Thebets, or forther-information, may be had at the

Through Th classes—and I believe in sincerity feel it—I desire your cpin on of the justice meted out to the poor workers in an extensive religious scrittution of this city.

During the past week the managers of the American Joer High, r. Others are and missing Joer High, r. Others are and missing